Flight
Intermediate
Jet
RI-07S
OFT

Mission

Radio Instruments

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Warm Up Eligibility**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Crew Day/Rest / Nourishment / Hydration)**

TTO

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- **Who will call a TTO?**
- **What situations will the TTO be called?**
  - **Safety**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

Route of Flight

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Prepare a cross country DD-175 & Jet Log from NAS Meridian, MS (NMM) to Montgomery Regional, AL (MGM) using the “Tide 1” routing shown in the CTW-1 In-flight Guide. Alternate airfield is your choice. Expect the HI-ILS 10 & VOR A @ MGM.

ADMIN

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- **QOD**
  - NATOPS
  - EP
  - SOP

Conduct

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Practice

- **Complete DD-175 / Single-engine jet log**
- **Instrument communications**
- **ATC clearance**
- **Visual takeoff low ceiling**
- **SID**
  - **TIDE 1 DEPARTURE**
    - **NMM EWA EWA090043 LOMAX MGM/D0+10 MGM**
- **Ground Speed Checks**
- **TACAN/ VOR DME Arc**
- **Point - to - Point**
- **Wind drift correction**
  - **Wind drift correction diagram**
  - **Wind drift correction procedures**

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Practice (cont)

- **In-flight emergencies**
- **TACAN / VOR DME holding**
  - **Holding Entry**
  - **Holding**
- **TACAN / VOR DME penetration/ approach**
  - **MGM VOR A**
- **Missed approach**

Practice (cont)

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- **ILS approach**
  - **MGM HI-ILS OR LOC RWY 10**
- **Instrument to visual scan**

CNATRAINST 1542.159

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Introduce:

a. Direct routing

b. Circling approach to land

c. CDI failure

d. IFF failure

Practice:

a. Complete DD 175 with single-engine jet log

b. Instrument communications

c. ATC clearance

d. Visual takeoff low ceiling

e. SID

f. Groundspeed checks

g. TACAN/VOR DME arc

h. Point-to-point

i. Wind drift correction

j. In-flight emergencies

k. TACAN/VOR DME holding

l. TACAN/VOR DME penetration/approach

m. Missed approach

n. ILS approach

o. Instrument to visual scan

STANDARD DEBRIEFING FORMAT

RI-07S

- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned